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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY Latvia

SUBJECT Railroad Rolling Stock Production Centers/ Production at Liepaja Drasu Fabrik

PLACE ACQUIRED

DATE ACQUIRED

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SUPPLEMENT TO REPORT NO.

THIS IS UNEVALUATED INFORMATION

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from source. Previous reports

1. The following could be considered as railroad rolling stock production centers in Latvia: (a) Daugavpils Locomotive and Car Repair Plant; (b) Liepaja Locomotive and and Car Repair Plant; (c) Riga Freight Car Repair Plant; and (d) Riga Railroad Bridge and Rail Welding Factory. Additional passenger and freight cars were manufactured at the Tosmare Works in Liepaja and at "Vairogs" in Riga.

2. The Daugavpils Locomotive and Car Repair Plant covered an area approximately one mile by one-half mile. It employed about 2,000 persons and occupied 20 buildings. The main purpose of the plant was to repair freight and passenger train locomotives and freight cars. The plant had its own power station; but electricity to operate the plant came from the Daugavpils Municipal Power Plant, which was a steam-powered electric station. why the plant's own power station was not utilized. Materials used in this plant, such as steel and iron, came mainly from Germany, but some came also from the Liepaja Drasu Fabrik. Lumber was supplied from Latvian Forests. Repaired locomotives and freight cars were sent to rail centers throughout Latvia. 25X1

3. The Liepaja Locomotive and Car Repair Plant covered an area approximately one-fifth mile by one mile. It employed about 2,000 persons and had fourteen buildings. This plant repaired passenger cars in addition to locomotive and freight cars. Its power was supplied by the Liepaja Municipal Power Plant. It, too, obtained most of its steel and iron from Germany and the Liepaja Drasu Fabrik. Distribution of repaired rolling stock was to rail centers throughout Latvia.

4. The Riga Freight Car Repair Plant covered an area one-half mile by one mile and employed about 1500 persons. It had about 12 buildings. The plant repaired only freight cars, repair work was done on an assembly-line system. Most of the steel and iron came from Germany, with part of the supply being furnished by the Liepaja Drasu Fabrik.

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5. The Riga Railroad Bridge and Rail Welding Factory consisted of several large buildings which were housed in a compact area. It employed approximately 800 persons. Parts of railroad bridges were manufactured and also repaired at this plant. Since the rails on the tracks were about 100 feet in length they were welded at this plant and then distributed to various railroad centers for installation. Steel and iron for the plant were furnished mainly by the Liepaja Drasu Fabrik. The Riga Railroad Bridge factory had its power supplied by the Riga Municipal Power Plant which was located on the Daugava River at Lake Kegums, about 25 miles from Riga.

6. Equipment in service on the Latvian railroads was in good condition as necessary repairs were usually done at the proper time. It was obvious that there was a shortage of some parts on the Soviet railroads: namely, bolts, nuts, gaskets, and various seals.

7. The locomotives in use on the Latvian State Railroad were (a) a relatively modern type of tank locomotive; (b) older types of Soviet locomotives; and (c) older types of German locomotives. Passenger cars were of the old European four-axle type and the freight cars were the two-axle 15-20 tons capacity type. The Soviet locomotives in service in Latvia were not new in design but dated back 10 to 20 years. Soviet passenger cars were also very old in design. Soviet freight cars were of the two-axle and four-axle types. The four-axle cars were 50-ton capacity, US-made, and had automatic couplings. In general, Soviet locomotives, freight cars, and passenger cars observed in 1944 were old and in poor condition compared with similar US units.

8. There were no Diesel locomotives on the Latvian railroads except for short-distance motor cars. This was a railroad car driven by a Diesel or gasoline engine.

9. Pig iron for the Liepaja Drasu Fabric was imported from various foreign countries, whereas scrap iron was supplied by Latvian metal factories.

10. The plant produced I-type beams, angle irons, channel-type and tubular steel parts, as well as various types of wire, barbed wire, chains, small sections of rails, shovels, and pitch forks. It had a small steel and cast iron foundry which was a jobbing shop. In summary, the Liepaja Drasu Fabrik produced many diversified products on a relatively modern production basis and in a relatively modern plant.

11. There was a wire and cable factory in Riga called VEF (Hatis Electro Technical Factory). [redacted] There were similar plants in the USSR also furnishing wire and cable to Latvia. 25X1

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